

MARINE ENVIRONMENT PROTECTION
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REDUCTION OF GHG EMISSIONS FROM SHIPS

Update on the Norwegian National Action Plan to address GHG emissions from ships and green status for green shipping in Norway

Submitted by Norway

SUMMARY

Executive summary: Since the submission of the Norwegian National Action Plan (NAP) to MEPC 75 (MEPC 75/7/7) there have been several developments on the national level on green shipping. The policies have been further developed as part of the recently published climate action plan for 2030, and development and implementation of low and zero emission solutions in the Norwegian maritime sector are moving forward.

Strategic direction, if applicable: 3

Output: 3.2 and 3.7

Action to be taken: Paragraph 11

Related documents: Resolution MEPC.304(72); resolution MEPC.327(75), MEPC 75/7/2, annex 1 and MEPC 75/7/7

Introduction

1 Norway welcomes the adoption of resolution MEPC.327(75) to encourage Member States to develop and submit voluntary National Action Plans to address GHG emissions from ships and considers that they are important in order to succeed with reducing emissions in line with the ambitions agreed upon in the Initial IMO GHG Strategy.

2 Norway submitted its National Action Plan for Green shipping (June 2019) in document MEPC 75/7/7. Since then, many actions have been undertaken as a follow-up of the National Action Plan, including new policy development. In addition, there have been many launches of interesting projects for low and zero emission solutions for ships in 2020 and the beginning of 2021 and their number is increasing.

3 This document provides an update on the follow up of the National Action Plan through national policies for green shipping. The status of the development and implementation of low and zero emission solutions in the Norwegian maritime sector is also included.

Update on the National Action Plan and new policy steps taken for reduction of greenhouse gas emissions from shipping

4 Reference is made to document MEPC 75/7/7 for an executive summary of the Norwegian Government's National Action Plan for green shipping. The new policy developments are broadly described below:

- .1 In January 2021 the Norwegian Government presented a Climate Action Plan for 2021 to 2030 which was submitted as a White Paper to the Parliament for its consideration. The Plan shows what the Norwegian Government intends to do in order to achieve the national targets for emission reductions. The Plan contains several new policy steps for the maritime sector, mainly introduction of regulatory requirements for low and zero emission technologies within several vessel categories, and enhanced efforts for a green fleet renewal especially within the short sea shipping sector.
- .2 Low and zero emission requirements are already introduced in several public procurement processes in Norway. In the Climate Action Plan the approach of establishing low and zero emission requirements for various ship segments will be expanded as follows: ferries (in 2023), high speed passenger ships (in 2025), service vessels in the aquaculture industry (in 2024) and offshore ships in relation to petroleum production (introduction from 2022).
- .3 To be able to introduce such requirements, technical work is currently undertaken on how low and zero emission requirements may be formulated and how they can be implemented.
- .4 Further, the Norwegian Government's budget allocation for green shipping has been strengthened. In 2020, two mechanisms supporting efforts for a green fleet renewal were established through a condemnation grant and a loan scheme. The Green Shipping Programme's efforts for fleet renewal within the short sea shipping area has been strengthened through budget allocations. In short, a significant increase in projects for zero emission ships in Norway can already be observed.

Status on the development and implementation of low and zero emission solutions in the Norwegian maritime sector

5 As a follow up of the National Action Plan, a barometer (see figure 1) showing the current status of the transition in the Norwegian maritime sector is developed and updated yearly. In the Climate Action Plan for 2021 to 2030, the most recent update is displayed. The full barometer report is developed by DNV on behalf of the Norwegian Government.

6 The barometer looks at three main parameters to estimate whether the transition is happening fast enough to ensure that national targets for reduction of emissions from shipping are met. The national ambition for emission reductions from domestic shipping is 50% by 2030 compared to 2005. The three parameters in the barometer are i) CO₂ emissions from domestic shipping, ii) implementation of low and zero emission technology, and iii) the order books for the next 3-year period and the demands for zero and low emission ships.

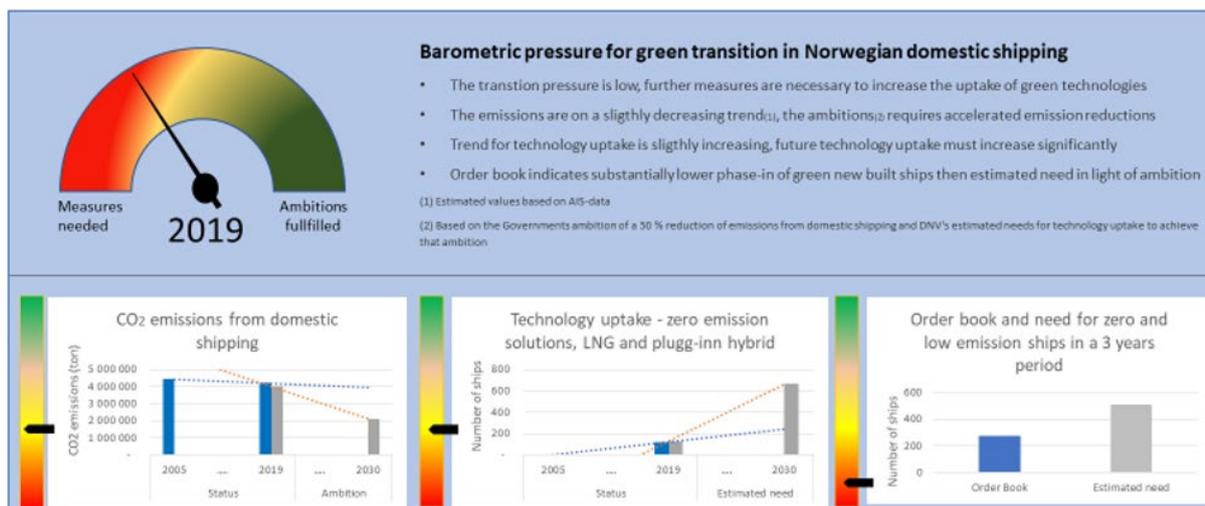


Figure 1: Barometer of the Norwegian transition in the maritime sector

7 As the barometer shows, according to the three parameters taken into account, the transition is not happening fast enough to ensure that national targets for emission reductions from the shipping sector are met. The barometer will be updated regularly and serve as important background information for further policy development and national actions in the coming years. It is also intended to widen the number of indicators to be included in the barometer.

The way forward

8 The next steps for Norway will be to implement the new policy measures launched in the National Climate Action Plan once it has been approved by the Parliament, in addition to continued follow up on the National Action Plan for green shipping from 2019.

Proposal

9 Norway believes that NAPs are well-suited instruments for reviewing and further improving national policies, tools, practices and actions in support of IMO ambitions for emission cuts. Norway appreciates that the Secretariat has provided a dedicated space for Member States' National Action Plans on the IMO website (<https://www.imo.org/en/OurWork/Environment/Pages/Relevant-national-action-plans-and-strategies.aspx>) where Member States' National Action Plans are shared. Hence, Norway invites the Committee to note the update of its NAP and further invites the Secretariat to upload this update on the IMO website.

10 Further, more active experience sharing and discussions on development of NAPs could be organized for the benefit of all Member States. Norway invites the Committee to consider how more active information sharing and experience building approaches may be organized.

Action requested of the Committee

11 The Committee is invited to note the information and consider proposals put forward in this document and take action, as appropriate.